

SIERRA SAILING IS MATSON LINERS NOW IN LINE FOR CHANGE

WELL LADEN NEAR PORT



Purser Sam Williams of the Oceanic S.S. Sierra, who withstood the efforts of a bevy of beauties to appropriate valuable documents and instruments as the "ferryboat" neared the Golden Gate on its last trip.

With the new Matson Navigation liner Matsonia departing from San Francisco within 24 hours following the sailing of the steamship Sierra for Honolulu, the popular Oceanic "ferryboat" failed to secure the usual quota of cabin passengers.

With one of the smallest lists of travelers to arrive at the islands in this vessel in many trips, the Sierra drew to a berth at Pier 15 before 7:30 o'clock this morning.

The prediction is made that a considerable change in sailing schedules of the Oceanic line steamers on the outward and homeward voyages is soon to be instituted. As the dates of departure from the coast port now stand, the Sierra will on each island-bound voyage lead a Matson steamer in by but one day.

"The traveling public is fickle, and will go to the newer boat," was the admission made this morning.

Local waterfronters prepared to greet a new officer in the Sierra this morning when a slender and Adonis-like, blue-clad figure of commanding presence stepped forth from the office of the chief steward. Federal quarantine, immigration and customs officials sought an introduction and when this formality had received attention, they could hardly believe their eyes that Alfred Hackett, erstwhile upping the beam at 347 pounds, could have experienced such a complete metamorphosis. Hackett claims to have solved the perplexing problem of flesh reduction. For months in coming to Honolulu, wearing much excess baggage, the genial Hackett has tried various methods for ridding his frame of its surplus of avoirdupois.

The secret is out, according to Samuel Williams, purser. Arrived in Honolulu, Hackett was caught in the act of looping off 10 miles around the Sierra's upper deck during the small hours of the morning and at a time when that portion of the ship was generally supposed to be reserved to the lads with the holy stone and awabs. To cap the climax, Hackett was observed to ascend and descend the aftermost of the Sierra a dozen times by means of the ratlines. By this method he admitted this morning that he had discarded 20 pounds overweight on each round trip.

"I'm in the Doc Mackechnie class," observed Hackett as he took another notch in a belt that once upon a time was of sufficient length to girdle a truck horse.

Purser Sam Williams declined to speak upon the threatened attempt at piracy on board the Sierra as the gallant liner neared the Golden Gate.

That a bunch of playful girls would rob Captain C. H. Houliette of his implements of navigation, and Williams of the officials' papers, was reluctantly admitted.

"Feminine charms can never lead me from the path of duty," declared Williams in relating how, single-handed, he stood off a bevy of beautiful maids who insisted on prolonging the voyage to the coast.

From the Sierra this morning were landed 31 cabin and 8 steerage passengers. The freight included 1446 tons of general merchandise and 2 automobiles. The passengers, with but a few exceptions, were tourists. A mail from the mainland amounting to 295 sacks was brought down to the islands.

"The sea was just like a mill-pond," was the happy rejoinder from Chief Officer Dawson.

ARRIVED

Sunday, March 29.

Maui and Hawaii coast—Patterson, U. S. C. G. A. M. Seattle and Tacoma—Hyades, M. N. S. S. A. M.

Maui, Molokai and Lanai ports—Mikahala, str. a. m.

Kahului—Manoa, M. N. S. S. A. M. Maui ports—Claudine, str. a. m. Kauai ports—Kinai, str. a. m. Hawaii ports—Wallele, str. a. m.

Monday, March 30.

Kauai ports (excursion)—Mauna Loa, str. a. m. San Francisco—Sierra, O. S. S. A. M.

Two Matson Navigation steamers laden with several thousand tons of mainland freight and many passengers are nearing the port from San Francisco and Seattle. The Matsonia sailing from the Golden Gate with 77 cabin and 18 steerage passengers, is due to reach a berth at Pier 15 tomorrow morning. This vessel will remain at Honolulu until Thursday evening, before proceeding to Hilo, where 366 tons of freight and two automobiles will be discharged. A wireless message received today at the agency of Castle & Cooke announces the Matsonia is bringing 1323 tons of cargo for Honolulu while a mainland mail amounting to 122 sacks will be landed.

The Honolulu, completing the initial voyage in the new triangular service including San Francisco, Seattle and Honolulu, is predicted by wireless will reach the port on Thursday morning, the vessel bringing 5 cabin passengers and the following cargo: Honolulu, 2200 tons; Port Allen, 125 tons; Kahului, 275 tons and Hilo 225 tons. The vessel is believed will be supplied with sugar from all island ports.

Patterson Completes Survey

The United States coast and geodetic survey steamer Patterson, which has spent some weeks along the coast of Maui and Hawaii, returned to Honolulu yesterday, the officers having about completed the work of surveying and charting the waters adjacent to these islands. It is expected that the vessel will remain in the islands for about one month before steaming to the north Pacific coast. The Patterson has been designated as one of the vessels to assist in the coast and geodetic work along the coast of Alaska. The greater part of the summer months will be spent in northern waters.

Steamer Sailings This Day.

Three inter-island steamers have been placed on the berth to sail for coastal ports this evening and a large quantity of miscellaneous freight is today being placed on board. The Claudine with cargo, passengers and late mails is slated for departure to Kahului at 5 o'clock this evening followed by the steamer W. G. Hall, now being discharged of a consignment of Kauai sugar. The Noeak, with freight only will depart at 5 o'clock tonight, calling at all the important ports along windward Kauai.

Hawaii Sugar List.

Officers in the inter-island steamer Wallele, an arrival from Hawaii yesterday, report the following sugar awaiting shipment to Honolulu and to the mainland: Olan 3000 sacks, Wallele 7500, Hawaii Mill 6000, Hilo Sugar Company 25,000, Onomea 12,500, Pepeekeo 17,000, Honoumuli 11,130, Kailua 21,629, Laupahoehoe 7900, Kawai 4400, Kaula 1250, Hamakua Mill 1300, Paahau 6000, Honokaa 400, Punaluu 6218, Honoupo 3380 sacks.

Sparks from the Wirelless

The following wireless message has been received by the agents of the S. S. Matsonia, bound for Honolulu:

For Honolulu: 77 cabin passengers, 18 steerage passengers, 122 bags mail, 21 Wallele-Fargo express matter, 3 automobiles, 1323 tons cargo. For Hilo: 2 automobiles, 366 tons cargo.

Ship will arrive Tuesday morning and dock at Pier 15.

Mauna Loa Prepares for Kona Ports.

Bearing about 100 passengers including a delegation of members from the Honolulu Ad Club, the inter-island steamer Mauna Loa reached Honolulu at 5:50 this morning, the vessel having sailed from Waimea at 8 o'clock last night. The Mauna Loa met with much rain and rough weather in steaming along windward Kauai ports. The vessel is taking on cargo today preparatory to sailing for Kona and Kauai ports on Hawaii at noon tomorrow morning.

Kauai Sugar.

Sugar awaiting shipment on the island of Kauai includes the following, according to report brought to this city in the steamer Kinai: K. S. N. 900, V. K. 1727, M. A. K. 1675, McB. 31,728, K. P. 9238, Kelauea 7000, Kealia 26,500, L. P. 20,000 sacks.

Sailing from Honolulu on March 18, the British freighter Harpalice is reported to have arrived at Bellingham, Wash. The vessel has been fixed to load lumber at a Sound port destined for Australia. The prediction is made that the steamer will call at Honolulu on the outward voyage for the purpose of replenishing its bunkers.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Monday, March 30.

SAN FRANCISCO—Arrived, March 29, 8 a. m., S. S. Siberia, hence March 23.

BELLINGHAM (Wash.)—Arrived, March 28, S. S. Harpalice, hence March 18 (corrected).

HILO—Sailed, March 28, sclr. Camano, for Puget Sound.

Arrivals

S. S. MATSONIA—Arrives from San Francisco Tuesday morning with 77 cabin and 18 steerage passengers; 122 bags mail; 21 packages express matter, 3 autos, 1323 tons cargo; Hilo: 2 autos, 366 tons cargo.

POOLA HALL FITTINGLY DEDICATED

With the last cent of indebtedness eliminated, the handsome new hall and lodge headquarters of the Honolulu Poola was fittingly dedicated yesterday, the ceremony and a big luau continuing from 12 until 5:30 o'clock the afternoon.

Five hundred members of the organization that includes practically all the working stovedores at the port gathered around a number of well-laden tables. Poola hall, now open to the membership, is located at Holo-kahana lane, corner of School and Liliha streets.

Charles Kaneoka, as chairman of the committee on arrangements, called upon a number of speakers and invited guests for remarks appropriate to the occasion. Mayor J. J. Fern, Sheriff William Jarrett, Deputy Sheriff Rose, representatives from the several shipping and steamship companies at the port took occasion to felicitate the members upon the acquisition of a handsome new club house and meeting place.

The Poolas represent the only strictly Hawaiian fraternal organization in the territory at the present time owning its own home.

HARBOR NOTES

The steamer Claudine is expected to carry a large cargo in sailing for Maui ports at 5 o'clock this evening.

Two automobiles were included in the freight brought to the port from San Francisco in the Oceanic liner Sierra this morning.

Bringing a quantity of sugar, 37 hogs, 66 head of cattle and 11 calves the steamer Wallele is an arrival from the island of Hawaii. The vessel is slated for an early dispatch to the big island.

The steamer Mauna Loa now in port from Kauai, will today receive a large general cargo destined for Kona and Kauai ports on Hawaii. The vessel is to sail for the big island at noon tomorrow.

Five thousand sacks of sugar from the island of Kauai have been discharged from the steamer W. G. Hall and that vessel has been placed on the berth to sail for regular ports at 5 o'clock this evening.

Under ordinary steaming conditions the United States army transport Sherman sailing from Manila for Honolulu by the way of Nagasaki, Japan, should arrive here about April 4. The vessel is reported to have sailed from Japan on March 21.

Cargo destined for this port, which was brought by the Matson steamer Hyades, will be speedily discharged to permit that vessel getting away at an early date for Port Allen, Kahului, Kanapali and Hilo. A full shipment of sugar is to be forwarded to the coast in this vessel.

Announced to sail from Portland, Ore., for Honolulu in early March, the steamship Leelanaw, alleged as the initial steamer in the new Pacific Steamship Company Columbia river-Hawaii service, is reported as undergoing extensive repairs at the Union Iron Works, San Francisco. Whether another vessel will be substituted for the Leelanaw or that the date of the first sailing has been indefinitely postponed pending the alteration to the Leelanaw is not stated.

PASSENGERS ARRIVED

Per stmr. Kinai, from Kauai, Mar. 30—A. D. Gardner, W. C. Partridge, Mrs. Naone, K. Kipi, Jas. Morse, M. Kando, H. Fat, C. Poi, Leon Quonson, Mrs. Kimura, Ben Vickers, Dr. A. J. Derby, A. Fraga, H. Sheldon, Paul Isenberg, E. J. Nell, W. H. Green, H. C. Waldron, Mrs. C. A. Rice, Miss E. Rice, Miss J. Rice, 52 deck.

Per stmr. Mikahala, from Maui and Molokai ports, March 30—W. Low, Chas. Johnson, Mrs. Jas. Mahoo, Mrs. Waldenhuar, Mrs. Jas. H. Love, Henry Davis, Chas. Lind, Miss May Dunn, F. H. Foster, E. Poaha, 10 deck.

Per stmr. Claudine, from Maui ports, March 29—L. von Tempisky, E. von Tempisky, Mrs. A. Tenney, E. M. Holmes, Mrs. Doi, W. A. Norgaard, S. Masaki, K. Yamagata, S. Hirokawa, 20 deck.

REAL ESTATE TRANSACTIONS

Entered of Record, Mar. 28, 1914, from 10:30 a. m. to 4:30 p. m. Wong B. Kam and wf to Dug Ngau (w) CM

Daisy K. Williams and hsb to Mut Bldg & Loan Socy of Haw Ltd M Elizabeth M. Maxam and hsb to Mut Bldg & Loan Socy of Haw Ltd M

John C. Oliveira and wf to Mut Bldg & Loan Socy of Haw Ltd M Maria da G. Swift and hsb to Guardian Trust Co Ltd. AddlChge

Josiah K. Waiwale and wf to Frank K. Archer D

Entered of Record, Mar. 30, 1914, from 8:30 a. m. to 10:30 a. m. Est of H. P. Baldwin by Trs to Kiko and wf D

Imilia and hsb to Trs of Est of H. P. Baldwin D

Elizabeth K. Meyer to H. R. Hitchcock PA

Mannet F. Bettencourt to Joseph F. Bettencourt D

G. Ukiki Aola and wf to James G. Munro and wf D

Kauai Keenini to James G. Munro and wf D

BRITANNIC HAS MANY SAFETY DEVICES

[By Latest Mail]

BELFAST—The White Star Line's newest 50,000-ton triple-screw steamer "Britannic," 900 feet long, was launched successfully here today in the presence of a great throng of spectators who lined both banks of the River Lagan. The mighty hull moved majestically down the ways and a tremendous demonstration followed when the steamer floated clear.

The "Britannic" marks a decided advance in marine construction, especially in numerous provisions for the safety of passengers and crew. This massive ship is the second White Star liner to bear this illustrious name, and is destined for the Southampton-Cherbourg-New York service of the White Star Line.

The "Britannic" is the largest steamer ever constructed in a British yard and represents the best ideas of ship-planning that modern builders have garnered from a rich experience during the past decade, when production of the greatest steamers in the world, each succeeding the previous one in size and wonder.

Safety, of course, has been the foremost consideration in building the "Britannic." Not only does the heavily riveted double-bottom extend the entire length of the steamer, but the massive beams and close framing of the outer hull are supplemented by a heavy steel plating forming an inner hull, such as was placed first upon the "Olympic." The watertight bulkheads with their electrically controlled doors are carried all the way up to the bridge deck, nearly sixty feet above the waterline, and the utmost care has been exercised to make them especially strong, so that with these and several other precautions against serious damage, the builders have confidence that the "Britannic" will be able to float even though any six of her compartments should be flooded. The same non-vibrating combination of reciprocating engines with a low pressure turbine as is installed on the "Olympic" will assure perfect comfort to the "Britannic's" passengers, and the ship's lines are so fine and the immense weight of the hull is so cleverly distributed that steadiness in any sea is practically assured.

While the first "Britannic" registered but one-tenth the tonnage of the new leviathan, scores of thousands will remember her great popularity, extending through three decades. During her long career this favorite old vessel steamed a total of 2,233,000 statute miles and carried 4,000 passengers in safety. For the new "Britannic" the White Star family, a huge ship splendidly planned, and staunchly built, may there be even a prouder record!

Slightly Mixed

A Missouri editor who was brimful of hard cider, got a wedding account and a sale ad mixed, and served to his readers this dope:

William Smith, the only son of Mr. and Mrs. Josiah Smith, was disposed at auction to Lucy Anderson on my farm one mile east of here in the presence of seventy guests including the following, to wit: Two mules, twelve head of cattle. The Reverend Jackson tied the nuptial least averaging 1250 pounds on the hoof. The beautiful home of the bride was tastefully decorated with a seawash calf, a spade, a sulky rake, one feed grinder, one set double harness almost new and just before the ceremony was pronounced Mendelssohn's wedding march was played by one milch cow five years, one Jersey cow, to be fresh next April, carrying a bunch of flowers in her hand, and looking charming in a gown made of light spring wagon, two boxes of apples, two racks of hay, one grindstone, mouseline deeri trimmed with about 180 bushels of spuds. The groom is a well known and popular young man and has always stood well among society circles of twelve Berkshire hogs, while the bride is an accomplished and talented school teacher of a splendid drove of Poland-China—pedigrees if desired. Among the beautiful presents were two sets of knives and forks, one spring harrow, one wheelbarrow, one go-cart, other articles too numerous to mention. The bridal couple left yesterday on an extended trip, term of twelve months' time, extended to responsible parties, otherwise spot cash luncheon will be served at the table. After this Mr. and Mrs. Smith will go to housekeeping in a cozy home at the corner of Main and Doctor R. L. Granby, auctioneer.

28,179 JACKRABBITS KILLED NEAR GOODING

[By Latest Mail]

GOODING, Idaho—Since January 1 there has been a determined effort by a few ranchers encouraged by the business men, to work toward the extermination of the jackrabbits, the pest of the sagebrush farmer. Nine teams of two men each have up to date caused the death of 28,179 rabbits, bringing in to town 58,358 rabbits' ears to be counted. The county commissioners have donated the poison, arsenic being used. The merchants and other interested parties have donated goods and money totaling \$150, to be given as prizes to the team bringing in the largest number of ears. Shaw and Nutt, living south of town are the leaders so far, having 17,316 ears to their credit. Their largest kill is one night was 2000 rabbits. Thousands of ears are expected before tonight, when the slaughter closes, the farmers now being occupied with their spring work.

But it is better to labor than be worked.

ARMY NOTES

ARMY AND NAVY NOTES

Naval officers are discussing the proposed reorganization of the navy department by Secretary Daniels, by which it is planned to break up the "little cabinet" known as "aids to the secretary," by discontinuing the positions of aid for personnel and aid for inspection. Secretary Daniels has made no formal announcement of his plans for overhauling the department, but it is known that he hopes to make the changes before the beginning of the new fiscal year.

The plan would affect but one officer at present, Capt. Augustus P. Fichtealer, aid for inspection, as the office of aid for personnel has been vacant since the transfer of Capt. William F. Fullam from that post to the superintendency of the Annapolis Naval Academy.

The bureaus under the two divisions that would be abolished, however, would have to be distributed between the other two divisions under the aid for material and the aid for operations, and it is this feature which has caused the most speculation.

In the personnel division there is the bureau of navigation, the recruiting stations, the naval observatory, the hydrographic office, the judge advocate-general, the bureau of medicine and surgery, the marine corps, the examining board, and the retiring board. This latter, commonly known as the "plucking board," has been the storm center of attack on many occasions.

In the inspection division there are the board of inspection and survey for ships, the board of inspection for shore stations, the naval academy, the officers under instruction at colleges, and the naval stations. The tentative plan is to have the aid for material take over the bureau at present under the aid for inspection. The aid for operations would take over the bureau now under the aid of personnel.

The sale of certificate-of-merit badges to those who have received such certificates in recognition of faithful military service, and who have not seen service since January 11, 1905, is authorized by the secretary of war. At that time the merit badges were authorized as articles of uniform.

The director of the mint has arranged to have merit badges made and issued at the Philadelphia mint, at a cost of 50 cents each, on condition of the adjutant-general of an army. Applicants will obtain these badges through the adjutant-general. Money should not accompany applications, says the authorization of Secretary Garrison.

These certificates of merit are issued to soldiers for honorable, prolonged and satisfactory service, and not for bravery in action.

Authority from congress would not be necessary to bring about these changes, it is said, because the secretary of the navy can designate what officers shall spend the money appropriated by congress. As an example George von L. Meyer, while secretary of the navy, abolished the bureau of equipment, and though Congress has been appropriating money for this bureau for three years, the money is distributed among the bureaus which took over its work.

Radium in Agriculture

T. Thorne Butler recently gave an interesting lecture before the British Royal Society of Arts on electricity and radium in agriculture. He said that a great deal of experimental work was going on now with radioactive material, which gave in some cases such remarkable results that radium must be taken into serious consideration, from an agricultural point of view. The residues resulting from radium extraction, which contained only a milligram or two of radium to the ton, and were at present regarded as of negligible value, were sufficiently active to produce marked effects on germination and greatly to increase the size of the plants and crops. In some cases an increase of 300 and 400 per cent had been obtained. The stimulating effects of a new type of combined high-frequency and positive electricity apparatus on young chickens was also described. Not only was the loss of the very young birds during the first few days after hatching in incubators minimized, but the chickens grew at more than twice the normal rate, thus costing less than half the usual amount to grow. The address is reported by the London correspondent of the Journal of the American Medical Association.

Justice in Labrador

In administering justice in Labrador, Dr. Grenfell, in the Wide World Magazine, says it proved far more economical to condemn slanderers and libelers to provide free meals for their victims and join them at table than by fining them to deprive their innocent children of sorely needed butter. A prayer to "Keep the door of our lips," publicly posted over the lintel of the offender's house for 12 months, has been a better prophylaxis than incarceration in a prison house. The effort to keep our little house of correction perfectly clean, well supplied with wood and water, and to lock himself up punctually and early after a good day's work for some public benefit has been as salutary and educational to the vagabond and thief as the degradation of idleness or obviously useless labor. I have seen the judge, the jailer and the prisoner chatting away as they worked on the same occupation. Yet our prisoners have never come back for a second sentence.

Another privilege of the doctor is to look after orphan and deserted children, and, indeed, to perform all the functions of service of which he is capable.

POLICE SIFTINGS

A charge of heedless driving has been filed against Uemoto, a taxi chauffeur, who is alleged to have run down automobile No. 1361, in which Captain Plisterer was seated at the wheel. The accident took place near the corner of Nuuanu and King streets yesterday afternoon. Plisterer insists that he was on the right-hand side of the road. The automobile received slight damage.

Dr. F. E. Trotter, in automobile No. 1098, is reported by the police as having run down a horse and buggy belonging to Bath, the plumber, in which was seated John Abreo. The driver of the vehicle was thrown from the buggy and taken by Dr. Trotter to the hospital, where his injuries received attention. Some hours later he was able to proceed to his home. The accident occurred at King near Kapiolani street this morning. Dr. Trotter stated that he attempted to pass two autos coming in the opposite direction when he came upon the horse and buggy.

Peter Kaha is an inmate of Queen's hospital today suffering from a knife wound which he alleges was inflicted by one of several soldiers who are said to have figured in a free for all fight last night. According to Kaha, he was in company with several Hawaiians when the party were set upon by a delegation of enlisted men. Palama was the scene of the encounter in which Kaha found that he was a victim. Police Officer Sanders investigated the affair and learned that the engagement between Hawaiians and soldiers last night followed a similar affair that occurred near that locality the night previous.

At the point of a gun, Siraka, a Japanese, has reported that he was called upon by several Hawaiians to turn over whatever valuables he had in his possession, while passing through Thomas Square about 10 o'clock last night. This morning, Siraka claims to have been held up to identify one of the men who participated in the alleged hold-up. Captain of Detectives McDuffie has James Luka at central police station pending a complete investigation of the affair. Luka is said to have reluctantly admitted that he figured in the case but that the demand upon the Japanese was made more in jest than in earnest.

Agutsuna, a Japanese chauffeur, driver of taxi No. 1537, was brought before District Magistrate Monsarrat this morning charged with heedless manipulation of his car while on a crowded thoroughfare. The machine is reported to have crashed into the plate-glass entrance of N. S. Sacha, Beretania and Fort streets. Police Officer Chilton reports that the taxi proceeding in the direction of Fort street met a motorcycle ridden by A. S. Capellas. To avoid a collision with the man on the smaller machine, the Japanese states he was obliged to guide the taxi onto the sidewalk and into the front of the store. District Magistrate Monsarrat ordered a new complaint to be drawn up against the Japanese; the case to come up for another hearing tomorrow morning.

Hundreds Depart in Shinyo Maru Two hundred and thirty-eight Asiatic steerage passengers departed from Honolulu in the big Toyo Kisen Kaisha liner Shinyo Maru, their destination being points along the coast of Japan and China.

One of the largest crowds to gather at Pier 7 in many months was present at the sailing of the vessel. The congestion at the gangway was at times almost beyond the control of the steamship and wharf officials. The Royal Hawaiian band was present to render a special program in honor of the departure of a delegation of 17 Honoluluans who joined a touring party bound for Japan.

capable. He attends births, celebrates marriages as a magistrate, conducts funerals and holds religious services in the absence of specialists in any of these departments. Jack-of-many-trades, being very apt to be master of none. Had not the generous and loyal volunteer services of many men and women from all the three Anglo-Saxon countries—Great Britain, Canada and the United States—come to our assistance, our record would only be one of diffuse inefficiency.

LOCAL AND GENERAL

The remains of Florence Rocha, the 17-year-old daughter of Mr. and Mrs. Manuel Rocha of Kaimuki, were interred yesterday afternoon in the Roman Catholic cemetery, King street.

The opening of bids by the public works department for the supply and installation of lockers in the national guard armory has been further postponed from April 8 to April 22.

The remains of the late Mrs. Charles Ludwigen will arrive in Honolulu by the steamer Matsonia, accompanied by Mr. Ludwigen and mother. Announcement of funeral services will be made later.

Ed Towse will address the Ad Club at tomorrow's luncheon on the sixth floor of the Young hotel building on "Characteristics of the Promotion Committee." There will also be a report of the Kauai excursion.

After today, the office of the Associated Charities will be located in the cottage on Alakes street recently occupied by Dr. W. C. Hobdy. The organization for many months past has felt the need of more working space, and the new change will mean that more individual attention can be given the cases handled.

Dubois' cantata "The Seven Last Words of Christ," was presented in the Bishop memorial chapel yesterday afternoon by the students of the Kamehameha schools. There was a large audience present and the work of the singers was excellent. Mrs. Charles Hall, Chester Livingston and George Andrus, well known in local musical circles, sang the leading parts, while Miss Edith Gathfeld presided at the organ.

The 2-year-old son of Mr. and Mrs. William Walsh of Kahului, Maui, died at the home of his parents shortly after noon Friday, death having been due to a complication of diseases resulting from a severe attack of whooping cough. The funeral was held Saturday morning at 9 o'clock, Rev. R. E. Dodge officiating, interment following in the Wailuku cemetery. Many friends of the family accompanied the remains to the cemetery, and many beautiful floral tributes were in evidence.

Wallace Bratton, who recently gave up an important government position in Manila on account of ill health, and who was well known in Honolulu, passed away at Brownwood, Mo., Saturday, according to cable advice received in this city by Robert Lewers. The widow of the deceased, who was Miss Lulu Denike before her marriage, was a Honolulu girl. Mr. Bratton's health had been failing for about six months, and his physician ordered his immediate removal to the mainland, where he died after having been at his home in Missouri but two weeks.

Under the auspices of Hawaiian Lodge No. 31, F. and A. M., the funeral services of Capt. D. P. Penhallow are being held in the Masonic Temple this afternoon. Captain Penhallow, who for years had been prominently known in both local and mainland shipping circles, died at the home of his son, Harry Penhallow, in Wailuku, Maui. He was 69 years old and was born in these islands. The remains arrived in Honolulu on the Mauna yesterday and were cremated, interment to be held in the Niihau cemetery this afternoon following the services.

CARD OF THANKS.

The family of John D. M. Sheldon wishes to express its sincerest thanks to the many kind friends who extended their sympathy and contributed flowers, at the time of their late bereavement.—advertiser.

ONE

of the delightful features at the Pleasanton Hotel is the Swimming Pool. Clear fresh water, shaded from the sun, and an early morning dip is simply great.

Many of the complaints of childhood owe their origin to the presence in the intestines of various forms of worms.

We offer and recommend BENSON'S WORM POWDERS as a most effective remedy. It may be given to an infant or full grown child with perfect safety.

25c per box.

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WORMS IN CHILDREN